



Hongkong Daily Press.

ESTABLISHED 1877

Registered as a Newspaper at the General Post Office in the United Kingdom

MANY WOMEN TO-DAY
NOT ONLY BEHAVE
THEIR EYES FROM OVERSTRAIN
BUT THEY
IMPROVE THEIR PERSONAL
APPEARANCE
BY WEARING
LIMASS' RIMLESS GLASSES.
25, Queen's Road, HONGKONG.
Prescriptions carefully fitted.

No. 19,046. 號六十四零千九萬一第 日五十月五年未己 HONGKONG, THURSDAY, JUNE 13TH, 1919. 四拜禮 號二拾月六年捌國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS

ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Bags 37½ lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers. [60]

ALLSOPP'S
BRITISH

PILSENER

BEER.

BREWED AND BOTTLED

by

S. ALLSOPP & SONS, LTD.,

BURTON-ON-TRENT.

SOLE AGENTS:

CALDBECK,

MACGREGOR & CO.

14, QUEEN'S ROAD CENTRAL.

CARTRIDGES! CARTRIDGES!
CARTRIDGES!

NEWLY ARRIVED.

SPORTING CARTRIDGES,
12, 16 and 20 bore. Loaded
with E. C. Powder, a powder
which gives universal satisfaction.
THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
Nos. 3-4, Robinson Road.

A LING & CO.

19, QUEEN'S ROAD CENTRAL

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of Every Description
in Stock.

Developing, Printing and Enlarging.
Canton Machines in Various Shades.

TELEPHONE 1219.

PEAK TRAMWAY COMPANY

LIMITED

TIME TABLE

WEEK-DAY.

7.00 a.m.	to 8.00 a.m.	Every 15 minutes
8.00	to 8.30	10
8.30	to 9.00	15
9.00	to 9.30	10
9.30	to 10.00	15
10.00	to 10.30	10
10.30	to 11.00	15
11.00	to 11.30	10
11.30	to 12.00	15
12.00	to 12.30	10
12.30	to 1.00	15
1.00	to 1.30	10
1.30	to 2.00	15
2.00	to 2.30	10
2.30	to 3.00	15
3.00	to 3.30	10
3.30	to 4.00	15

THURSDAY.

1.50 p.m. to 2.00 p.m. Every 15 minutes
2.00 p.m. to 2.30 p.m. Every 15 minutes
2.30 p.m. to 3.00 p.m. Every 15 minutes

SATURDAY.

Extra Car - 12.00 Midnight
Round Trip

7.00 a.m.	to 10.30 a.m.	Every 15 minutes
10.30	to 11.00 a.m.	10
11.00	to 11.30 a.m.	15
11.30	to 12.00 noon	10
12.00 noon	to 1.00 p.m.	15
1.00 p.m.	to 2.30 p.m.	10
2.30	to 3.00	15
3.00	to 3.30	10
3.30	to 4.00	15

THURSDAY.

As on Week Days.

SPECIAL CASES by arrangement at the
Company's Office, Alexandra Building, Des
Vaux Road Central, tickets available for all
travellers not already full, running at the time
stated in the Company's time-table, but not
for special cases, can be obtained on applica-
tion at the Company's Office. No Season
tickets will be issued until payment therefor
has been made in Bank Money or by Cheque
or by Creditors Order representing Bank
Money.

JOHN D. HUMPHREYS & SON,
General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice.

DOWN TRAINS.

Stations		No. 6 Through Express	No. 7 Local	No. 8 Through Express	No. 11 Local	No. 13 Through Express	No. 14 Local	No. 15 Local	No. 16 Local
CANTON (See Note)	dep.	7.30		8.35		9.30			
Shen Chi	arr.	7.45		8.50		9.45			
Shen Chi	dep.	10.25		11.00		11.55			
Shen Chi	arr.	10.35		11.10		12.05			
Shen Chi	dep.		8.05		8.45		9.30	9.35	9.40
Shen Chi	arr.		8.15		8.55		9.40	9.45	9.50
Shen Chi	dep.		8.25		9.05		9.50	9.55	10.00
Shen Chi	arr.		8.35		9.15		10.00	10.05	10.10
Shen Chi	dep.		8.45		9.25		10.10	10.15	10.20
Shen Chi	arr.		8.55		9.35		10.20	10.25	10.30
Shen Chi	dep.		9.05		9.45		10.30	10.35	10.40
Shen Chi	arr.		9.15		9.55		10.40	10.45	10.50
Shen Chi	dep.		9.25		10.05		10.50	10.55	11.00
Shen Chi	arr.		9.35		10.15		11.00	11.05	11.10
Shen Chi	dep.		9.45		10.25		11.10	11.15	11.20
Shen Chi	arr.		9.55		10.35		11.20	11.25	11.30
Shen Chi	dep.		10.05		10.45		11.30	11.35	11.40
Shen Chi	arr.		10.15		10.55		11.40	11.45	11.50
Shen Chi	dep.		10.25		11.05		11.50	11.55	12.00
Shen Chi	arr.		10.35		11.15		12.00	12.05	12.10
Shen Chi	dep.		10.45		11.25		12.10	12.15	12.20
Shen Chi	arr.		10.55		11.35		12.20	12.25	12.30
Shen Chi	dep.		11.05		11.45		12.30	12.35	12.40
Shen Chi	arr.		11.15		11.55		12.40	12.45	12.50
Shen Chi	dep.		11.25		12.05		12.50	12.55	13.00
Shen Chi	arr.		11.35		12.15		13.00	13.05	13.10
Shen Chi	dep.		11.45		12.25		13.10	13.15	13.20
Shen Chi	arr.		11.55		12.35		13.20	13.25	13.30
Shen Chi	dep.		12.05		12.45		13.30	13.35	13.40
Shen Chi	arr.		12.15		12.55		13.40	13.45	13.50
Shen Chi	dep.		12.25		13.05		13.50	13.55	14.00
Shen Chi	arr.		12.35		13.15		14.00	14.05	14.10
Shen Chi	dep.		12.45		13.25		14.10	14.15	14.20
Shen Chi	arr.		12.55		13.35		14.20	14.25	14.30
Shen Chi	dep.		13.05		13.45		14.30	14.35	14.40
Shen Chi	arr.		13.15		13.55		14.40	14.45	14.50
Shen Chi	dep.		13.25		14.05		14.50	14.55	15.00
Shen Chi	arr.		13.35		14.15		15.00	15.05	15.10
Shen Chi	dep.		13.45		14.25		15.10	15.15	15.20
Shen Chi	arr.		13.55		14.35		15.20	15.25	15.30
Shen Chi	dep.		14.05		14.45		15.30	15.35	15.40
Shen Chi	arr.		14.15		14.55		15.40	15.45	15.50
Shen Chi	dep.		14.25		15.05		15.50	15.55	16.00
Shen Chi	arr.		14.35		15.15		16.00	16.05	16.10
Shen Chi	dep.		14.45		15.25		16.10	16.15	16.20
Shen Chi	arr.		14.55		15.35		16.20	16.25	16.30
Shen Chi	dep.		15.05		15.45		16.30	16.35	16.40
Shen Chi	arr.		15.15		15.55		16.40	16.45	16.50
Shen Chi	dep.		15.25		16.05		16.50	16.55	17.00
Shen Chi	arr.		15.35		16.15		17.00	17.05	17.10
Shen Chi	dep.		15.45		16.25		17.10	17.15	17.20
Shen Chi	arr.		15.55		16.35		17.20	17.25	17.30
Shen Chi	dep.		16.05		16.45		17.30	17.35	17.40
Shen Chi	arr.		16.15		16.55		17.40	17.45	17.50
Shen Chi	dep.		16.25		17.05		17.50	17.55	18.00
Shen Chi	arr.		16.35		17.15		18.00	18.05	18.10
Shen Chi	dep.		16.45		17.25		18.10	18.15	18.20
Shen Chi	arr.		16.55		17.35		18.20	18.25	18.30
Shen Chi	dep.		17.05		17.45		18.30	18.35	18.40
Shen Chi	arr.		17.15		17.55		18.40	18.45	18.50
Shen Chi	dep.		17.25		18.05		18.50	18.55	19.00
Shen Chi	arr.		17.35		18.15		19.00	19.05	19.10
Shen Chi	dep.		17.45		18.25		19.10	19.15	19.20
Shen Chi	arr.		17.55		18.35		19.20	19.25	19.30
Shen Chi	dep.		18.05		18.45		19.30	19.35	19.40
Shen Chi	arr.		18.15		18.55		19.40	19.45	19.50
Shen Chi	dep.		18.25		19.05		19.50	19.55	20.00
Shen Chi	arr.		18.35		19.15		20.00	20.05	20.10
Shen Chi	dep.		18.45		19.25		20.10	20.15	20.20
Shen Chi	arr.		18.55		19.35		20.20	20.25	20.30
Shen Chi	dep.		19.05		19.45		20.30	20.35	20.40
Shen Chi	arr.		19.15		19.55		20.40	20.45	20.50
Shen Chi	dep.		19.25		20.05		20.50	20.55	21.00
Shen Chi	arr.		19.35		20.15		21.00	21.05	21.10
Shen Chi	dep.		19.45		20.25		21.10	21.15	21.20
Shen Chi	arr.		19.55		20.35		21.20	21.25	21.30
Shen Chi	dep.		20.05		20.45		21.30	21.35	21.40
Shen Chi	arr.		20.15		20.55		21.40	21.45	21.50
Shen Chi	dep.		20.25		21.05		21.50	21.55	22.00
Shen Chi	arr.		20.35		21.15		22.00	22.05	22.10
Shen Chi	dep.		20.45		21.25		22.10	22.15	22.20
Shen Chi	arr.		20.55		21.35		22.20	22.25	22.30
Shen Chi	dep.		21.05		21.45		22.30	22.35	22.40
Shen Chi	arr.		21.15		21.55		22.40	22.45	22.50
Shen Chi	dep.		21.25		22.05		22.50	22.55	23.00
Shen Chi	arr.		21.35		22.15		23.00	23.05	23.10
Shen Chi	dep.		21.45		22.25		23.10	23.15	23.20
Shen Chi	arr.		21.55		22.35		23.20	23.25	23.30
Shen Chi	dep.		22.05		22.45		23.30	23.35	23.40
Shen Chi	arr.		22.15		22.55		23.40	23.45	23.50
Shen Chi	dep.		22.25		23.05		23.50	23.55	24.00
Shen Chi	arr.		22.35		23.15		24.00	24.05	24.10
Shen Chi	dep.		22.45		23.25		24.10	24.15	24.20
Shen Chi	arr.		22.55		23.35		24.20	24.25	24.30
Shen Chi	dep.		23.05		23.45		24.30	24.35	24.40
Shen Chi	arr.		23.15		23.55		24.40	24.45	24.50
Shen Chi	dep.		23.25		24.05		24.50	24.55	25.00
Shen Chi	arr.		23.35		24.15		25.00	25.05	25.10
Shen Chi	dep.		23.45		24.25		25.10	25.15	25.20
Shen Chi	arr.		23.55		24.35		25.20	25.25	25.30
Shen Chi	dep.		24.05		24.45		25.30	25.35	25.40
Shen Chi	arr.		24.15		24.55		25.40	25.45	25.50
Shen Chi	dep.		24.25		25.05		25.50	25.55	26.00
Shen Chi	arr.		24.35		25.15		26.00	26.05	26.10
Shen Chi	dep.		24.45		25.25		26.10	26.15	26.20
Shen Chi	arr.		24.55		25.35		26.20	26.25	26.30
Shen Chi	dep.		25.05		25.45		26.30	26.35	26.40
Shen Chi	arr.		25.15		25.55		26.40	26.45	26.50
Shen Chi	dep.		25.25		26.05		26.50	26.55	27.00
Shen Chi	arr.		25.35		26.15		27.00	27.05	27.10
Shen Chi	dep.		25.45		26.25		27.10	27.15	27.20
Shen Chi	arr.		25.55		26.35		27.20	27.25	27.30
Shen Chi	dep.		26.05		26.45		27.30	27.35	27.40
Shen Chi	arr.		26.15		26.55		27.40	27.45	27.50
Shen Chi	dep.		26.25		27.05		27.50	27.55	28.00
Shen Chi	arr.		26.35		27.15		28.00	28.05	28.10
Shen Chi	dep.		26.45		27.25		28.10	28.15	28.20
Shen Chi	arr.		26.55		27.35		28.20	28.25	28.30
Shen Chi	dep.		27.05		27.45		28.30	28.35	28.40
Shen Chi	arr.		27.15		27.55		28.40	28.45	28.50
Shen Chi	dep.		27.25		28.05		28.50	28.55	29.00
Shen Chi	arr.		27.35		28.15		29.00	29.05	29.10
Shen Chi	dep.		27.45		28.25		29.10	29.15	29.20
Shen Chi	arr.		27.55		28.35		29.20	29.25	29.30
Shen Chi	dep.		28.05		28.45		29.30	29.35	29.40
Shen Chi	arr.		28.15		28.55		29.40	29.45	29.50
Shen Chi	dep.		28.25		29.05		29.50	29.55	30.00
Shen Chi	arr.		28.35		29.15		30.00	30.05	30.10
Shen Chi	dep.		28.45		29.25		30.10	30.15	30.20
Shen Chi	arr.		28.55		29.35		30.20	30.25	30.30
Shen Chi	dep.		29.05		29.45		30.30	30.35	30.40
Shen Chi	arr.		29.15		29.55		30.40	30.45	30.50
Shen Chi	dep.		29.25		30.05		30.50	30.55	31.00
Shen Chi	arr.		29.35		30.15		31.00	31.05	31.10
Shen Chi	dep.		29.45		30.25		31.10	31.15	31.20
Shen Chi	arr.		29.55		30.35		31.20	31.25	31.30
Shen Chi	dep.		30.05		30.45		31.30	31.35	31.40
Shen Chi	arr.		30.15		30.55		31.40	31.45	31.50
Shen Chi	dep.		30.25		31.05		31.50	31.55	32.00
Shen Chi	arr.		30.35		31.15		32.00	32.05	32.10
Shen Chi	dep.		30.45		31.25		32.10	32.15	32.20
Shen Chi	arr.		30.55		31.35		32.20	32.25	32.30
Shen Chi	dep.		31.05		31.45		32.30	32.35	32.40
Shen Chi	arr.		31.15		31.55		32.40	32.45	32.50
Shen Chi	dep.		31.25		32.05		32.50	32.55	33.00
Shen Chi	arr.		31.35		32.15		33.00	33.05	33.10
Shen Chi	dep.		31.45		32.25		33.10	33.15	33.20
Shen Chi	arr.		31.55		32.35		33.20	33.25	33.30
Shen Chi	dep.		32.05		32.45		33.30	33.35	33.40
Shen Chi	arr.		32.15		32.55		33.40	33.45	33.50
Shen Chi	dep.		32.25		33.05		33.50	33.55	34.00
Shen Chi	arr.		32.35		33.15		34.00	34.05	34.10
Shen Chi	dep.		32.45		33.25		34.10	34.15	34.20
Shen Chi	arr.		32.55		33.35		34.20	34.25	34.30
Shen Chi	dep.		33.						

THE ACOUSTIGRAND

CHICKERING BROS.

The only vertical piano combining the true principles of Construction and Tone character of the best horizontal Grands.

Specially built for this climate and guaranteed.

S. Moutrie & Co.,

Limited,
SOLE AGENTS.



Ready-to-wear

WHITE GABERNETTE TROUSERS

(Unshrinkable)
London made, perfect in cut and workmanship, well fitting
\$11.50 per pair.

EVERY REQUISITE FOR TENNIS WEAR

MACKINTOSH

Men's Wear Specialists,
16, DES VŒUX ROAD. Telephone 29.

The "EL PALACIO" CIGARS

of distinction

Well-known for their flavour and aroma.

THE EGYPTIAN FAVOURITES

Theodore Vafiadis'

A. G. Cousis & Co.'s

CIGARETTES.

Sole Agents:

THE HONGKONG CIGAR STORE

CO., LTD.

Hotel Mansions.

Tel. 151.

THE CORONET

TO-NIGHT

at 5.15 and 9.15 p.m.

LILIAN GISH

in

"SOLD FOR MARRIAGE"

"Dirty Work in a Laundry"

BRITISH GAZETTE NOS. 528-9.

The Coronet has now installed four extra exhaust fans, which means that the air is completely renewed every five minutes.

Booking at ROBINSON'S.

PEACE CONFERENCE. PARALLELS WITH VIENNA.

[BY DR. K. J. DILLON.]

History never repeats itself. But whimsical circumstances sometimes take two events in moulds so nearly alike that the cursory glance of the average man seizes the resemblance and misses the difference. Over and above these superficial coincidences, however, there are other deeper, and more interesting traits which have their common roots in human character, temperament, nervous states, and mental attitudes. And these occasionally render the products of the thought and will-power of two actors widely sundered from each other by time and space strangely alike. I have taken the trouble to wade through a number of half-forgotten memoirs, letters, and articles penned by gifted chroniclers, French, German, and Swiss, some of whom were delegates to the Vienna Congress, and I find that whole pages of what was written in the year 1818 or 1820 might have appeared in a Paris, Berlin, or Geneva newspaper a few days ago.

Outwardly, as one might expect, there is a striking difference between the frames of the two pictures. Vienna was transformed into a sort of paradise of delights for the occasion by a brilliant Court, which thought it had an interest in pushing hospitality to the point of lavishness. In the Burg alone were two Emperors, two Empresses, four Kings, one Queen, two Crown Princes, two Archduchesses, and three Princes. Every day the Emperor's table cost 50,000 gulden. Every Congress-day cost him 500,000 gulden. Many of Europe's eminent personages strove to outdo each other in pomp and pageantry, and numbers of them looked to the Austrian capital taking with them their ministers, their secretaries, their favourites, and their "confidential agents." So eager were the world reformers to enjoy themselves that the Court did not go into mourning for Queen Marie Caroline of Naples, the fact of Maria Theresa's death was not even announced officially, lest it should trouble the festivities of the jovial peace-makers.

DEMOCRACY AND PLUTOCRACY.
The Paris of to-day, on the other hand, is democratic—with a strong infusion of plutocracy—and makes no attempt at such brilliant display and esthetic enjoyments as those which distinguished the Congress of 1818. The Vienna Congress was a grand affair, and the Paris of to-day is a grand affair. In 1818 mankind is simpler in its tastes and perhaps less esthetic. It is certain that the froth of contemporary frivolity has lost its snowy whiteness—in fact, become turbid instead of sparkling. In Vienna balls, banquets, theatricals, sleigh parties, military reviews, followed each other in dizzy succession, and ended politicians and adventurers to carry on their intrigues and machinations unnoticed by all except the secret police. And as the Congress terminated "one bloody campaign and ushered in another, one might apply term it the amusing interval between two tragedies. Contemporary Governments are said to be less mistrustful than they were in those regenerate days, and one can safely conjecture that in Paris they never resort to the devices practiced by the Austrian police, who not only obtained possession of all the fragments of torn letters and documents from the waste-paper baskets of political personages, but actually got the cables taken out of the grates and examined them chemically.

For all its democratic form of government, the Ville Lumière loves pomp and pageant, and holds public festivities with delight. Intense joy was therefore produced by the recent announcement that a brilliant fare-up will be arranged at Versailles, the site of the delegates' labours in commemoration of the signature of peace. It will include a theatrical "season" in the great hall there, which is double the size of the Opéra Comique. Other features will be a grandiose fête in the style of those given under Louis XV., and a monster open-air spectacle to be played before the central door of the chateau. "Like some vast transformation scene," the advertisement says, "several thousands of persons will be grouped in this living picture of Victory"—a faint echo from the fairy tales of Vienna, which provided sights and sounds almost for each hour of the day and the night.

INCREDIBLE FOOD PRICES.
Side by side with the good cheer that kept the eminent lawgivers of the Congress of 1818 in high spirits went the prohibitive cost of living everywhere outside the charmed circle, in consequence of the high price of the grain. The same is true of life in the French capital, and indeed, throughout France. Paris, like Vienna, is full of money brought by the children of fortune, who, like the children of misfortune, are charged double and trouble for everything.

Every article, writes one of the chroniclers of the Vienna Congress, "but more especially fuel, rose in price to incredible heights." The Austrian Government found it necessary, in consequence, to allow all its officials supplements to their salaries and indemnities. In Paris things are much worse. There is hardly any coal to be had, and even the wood and gives out now and again. Butter is almost unknown. Wine is had and terribly dear, from 800 to 1,000 per cent. above pre-war prices. You cannot get a public conveyance unless you stipulate to pay double fare and a gratuity. People are always too late or too early for their engagements, and punctuality is become a luxury of millionaires. The demand for life necessities is great, and the supply sometimes abundant, but the authorities keep the two apart systematically.

direction. The Powers, during the previous military campaign, had been compelled by necessity to unite against a common enemy, but having worsted him on the battlefield fell to squabbling among themselves in the Council Chamber as soon as they set about dividing the booty. Now in this respect the Paris Conference is understood to tower aloft above its historic predecessor. Men who must know tell us that the delegates to the Quai d'Orsay have been just as unanimous, disinterested, and single-minded during the armistice as they were throughout the war.

Another interesting point of comparison is supplied by the dramatic personae of both illustrious companies. They were nearly all representatives of old States, and there was a general agreement among "most of them respecting aims and objects, or what we should term fundamentals." But there was one exception; a relatively new Power took part in the deliberations of the Vienna Congress, and despite its loftier intentions, perhaps, indeed, because of them, introduced a jarring sound into the concert of nations, and caused the others to gnash their teeth. Russia was then a newcomer in those European councils which were convoked at irregular periods for repairing the mechanism of the international state system shattered by wars. She was hardly yet recognised as European. Her gilded tsar Alexander I was an idealist—one might even term him a visionary—who wanted not so much peace with the vanquished enemy as a complete and radical reform of the ordering of the whole world, so that wars should be a thing of the past, and the welfare of mankind be set developing like a sort of pacific perpetuum mobile. And this blessed change was to be compassed not by the peoples of their representatives, but by the governments led by himself, and deliberating in secret.

AT THE CLOSE OF THE CONGRESS.
This curious type of public worker—a mixture of the politician and the practical—was the terror of the delegates. He put spokes in everybody's wheel, behaved as an autocrat of the Congress, and felt as self-complacent as a saint. Countess von Thurnheim wrote of him: "He mistrusted his environment, and let himself be led by others, but he was thoroughly good and high-minded, and his songs and words were not merely of his own country, but of the whole world. *Non ur cili embrant le bonheur du monde.* He realised in himself the dreams of the philosophers about love for mankind, but their Utopias of human happiness were based upon the perfection both of subjects and of princes. And, as Alexander could fulfil only one-half of these conditions, his work remained unfinished, and the poor Emperor died a victim of his high-minded illusions."

The other personages, and Metternich in particular, were greatly put out by Alexander's presence. They labelled him a marplot who could not and would not enter into the spirit of their game. He always wanted something else, something transcendental, something supernatural. His heart was ever striving to embrace the happiness of the whole world. But they could not offend him. Without his brave troops they could not have won the victory which had now given them the power to remodel Europe. And they did not know how soon they might need him again. For he represented a numerous and a powerful people, whose economic and military resources promised at the height of the world. Did not the defeated Emperor Napoleon himself predict that Europe would become Cossack if it were not Republican within a relatively short period? So, while they heartily disliked the chief of the great country which was now elbowing its way into European affairs, they also feared, and therefore humoured, him. They all felt that the enemy, although defeated and humbled, was not perhaps permanently disabled, and might at any moment rise phoenix-like and soar aloft again. The great autocratic visionary was therefore feted, and lauded, and raised to a dizzy pedestal by men who in their hearts set him down as a crank. His words were reverently repeated and his smiles recorded and remembered. Hardly anyone had the bad taste to remark that even this millennial philosopher in the statesman's armchair left unashamedly flaws in his system for the welfare of man. Thus, while favouring equality generally, he obstinately refused to concede it to one race; in fact, he would not hear of the mon fairness being meted out to that race. In Alexander's case it was the Polish people which was treated thus. And, owing to him, Poland's just claims were ignored, her admitted rights were violated, and the work of the peace-makers was botched.

SERVANTS OF THE ELECTORATE.
Happily the Paris Conference has been organised on a wholly different basis. Above all things else, it is democratic. Its members modestly consider themselves more servants of the public, stewards who have to render an account of their stewardship, and who therefore go in salutary fear of the electorate at home. This check was not felt by the plenipotentiaries in Vienna. Again, everything the Paris delegates have done and said has been for the benefit of the masses, and most of it has been said and done unknown to these. Thus they boldly eschewed the incentive of publicity for their debates, and in order to accelerate the advent of the new era, they had recourse—in a shameful way that does them credit—to some of the less respectable institutions of the old era. They, too, aimed at the complete satisfaction of their own national aspirations, at a reform of the whole world, and at a permanent peace to be achieved by a covenant or charter of the rights and duties of nations. This remarkable document, which will for ever be associated with the name of President Wilson, is expected to change fundamentally the relations of peoples towards each other. (Continued on foot of next column.)

FORESHORE RIGHTS IN SINGAPORE.

JUDGMENT IN FAVOUR OF SIR PAUL CHATER.

An important judgment relative to the matter of foreshore rights was delivered in the Supreme Court of the Straits Settlements, recently, by Mr. Justice Woodward. The case itself was heard a week or two previous and arose out of the acquisition by the Government of certain lands at Kampong Sambau bay. In some parts of the bay the sea had advanced on the land, whilst in other parts it had receded. The Crown, in the name of the Attorney-General and others, claimed all that portion of the land covered by the sea at the date of the notice of the acquisition, while Sir Paul Chater, Paul Chater and Messrs. Guthrie & Co., claimed the lands exposed by the retreat of the sea.

The main contention of the Crown was that when the land was originally acquired from Sir Paul and Guthrie & Co., the sea, at that date, did not form their boundary, but that another piece of land intervened between these plots and the sea. In support of the contention, a plethora of maps and plans were requisitioned from the public archives and put in, including the earliest existing survey map of the settlement, dated January, 1843, the work of the now famous Thomson, Surveyor-General (who was sent from India to survey the Settlement) and the map of his successor Moniot, which was published in the early sixties.

At the close of a very lengthy judgment His Lordship said he found in Sir Paul Chater's favour that not only was he entitled to access but he was also entitled to the soil of such accretion as had formed against his land to the south. His Lordship said he had had no evidence before him such as would enable him to determine how far the accretion had to be considered as having formed against his land and how far against the piece of Crown land which he had found to exist on the south-west of his land. He thought that the Crown and Sir Paul Chater were entitled to have the accretion apportioned between them, and his Lordship said he was willing to take more evidence as to how it should be apportioned, but he imagined that apportionment could be made a matter of arrangement between the parties. He found that Messrs. Guthrie & Co.'s claim failed. Sir Paul Chater's claim succeeded to the extent that he must be declared entitled to some portion of the recession referred to in the statement of claims, and the Crown was entitled to the declaration in the counter-claim, subject to the amendments he had previously referred to.

U.S. COLOUR BAR ANTI-JAPANESE LEGISLATION IN CALIFORNIA.

New York, April 24th.
A telegram from Sacramento states that the Californian Senate, ignoring Mr. Lansing's appeal to refrain from anti-Japanese legislation, has passed, by fifty-seven votes to four, a Bill to compel Japanese children to attend separate schools in all places in which such institutions are established.—Central News.
[The Japanese question has previously led to critical moments in California. A grave situation arose in 1913 when the Californian Legislature passed a Bill depriving Japanese of the privilege of owning land. Telegrams from President Wilson, urging the Legislature not to take that course were ignored. The Japanese Ambassador presented an earnest protest from his Government, and after protracted negotiations a diplomatic settlement was effected. The affair aroused a feeling of strong resentment in Japan which was not easily allayed.]

and the change is to begin after the covenant has been voted, signed and ratified. It was in order to enable the delegates to devise such a wording of the charter as would not bind any of them to an obnoxious principle, or commit an electorate to an irksome sacrifice, that the Peace Treaty with Germany and the liquidation of the war were postponed. This delay caused profound dissatisfaction in Continental Europe and provoked strong criticism, but it had the advantage of bringing home to the victorious nations the marvellous recuperative powers of the German race. But whether they draw the right consequence from this lesson the future will show. It also gave time for the wording of a compact so admirably tempered to the human weaknesses of the rival signatory nations, whose passions were only kept under by sheer exhaustion, that all their spokesmen saw their way to sign the draft, at least conditionally, and without definitely binding their respective Governments. There is something almost genial in the simplicity of the means by which these latter-day covenants intend to regenerate the peoples of the world. They give them credit for uncommon virtues in the hope of reforming them by qualities they are devoid of, thus affording a superstitious illustration of the truth that the one deadly agent to be shunned by those who would remain philanthropists is a practical knowledge of men.—Daily Telegraph.

THE ADMIRAL LINE.

FOUR FIRST-CLASS STEAMERS FOR THE TRANS-PACIFIC SERVICE.

The Admiral Line have now been assigned by the U.S. Shipping Board the following steamers to be operated permanently in the Trans-Pacific freight service:—*s.s. Western Knight, West Hemlock, West Munham, and West Celina.*

Each of these ships is of 8,800 tons deadweight capacity, and about 10,000 tons measurement capacity. All are of the U.S. Shipping Board standard type of steamers.

The first two on the list will be operated in the service of Puget Sound, calling at Seattle, Tacoma, Victoria, and Vancouver, and the regular ports of call in the Far East will be Yokohama, Kobe, Shanghai, Manila and Hongkong. The *West Munham* and the *West Celina* will be operated in the service of to and from Portland (Oregon), making the same ports of call in the Orient.

This probably marks the first step of the U.S. Shipping Board in assigning their ships for permanent operation in the Trans-Pacific trade.

The *West Munham* sailed from Portland (Oregon) on May 3rd, and will leave Hongkong on the return voyage about July 2nd. This was the first U.S. Shipping Board Trans-Pacific liner despatched from the port of Portland in the Trans Pacific trade. The *Western Knight*, which sails from Seattle on about June 20th, will be the first U.S. Shipping Board steamer to sail from that port in the regular Trans-Pacific trade.

This gives the Admiral Line four first-class steamers for the Trans-Pacific service, and, if conditions warrant, this fleet will probably be increased at a later date.

THE EAST INDIES SQUADRON. SOME OF THE NEW WARSHIPS.

The new East Indies Squadron is one well calculated to maintain the dignity of the premier naval power of the world. It consists of the cruisers *Corymbor* (flagship of the Commander-in-Chief), *Caroline*, *Comus*, and *Conquest*—all cruisers of the famous "C" type as the initial letter of their names indicate.

The fourth Light Cruiser Squadron has been in existence for over three years and did splendid service in the naval war of 1914-18. The four cruisers make a strong contrast with the larger, but very much weaker, squadron formerly maintained in the East Indies Station. Any two of the squadron could easily out-class and out-gun the cruisers of the *Highflyer* and *Aoz* type which for so long carried the White Ensign on the Station.

The *Corymbor* is a very fine and up-to-date cruiser, well protected on the water line, gun positions, and over the boilers, magazines, engines and other vital parts. She is of 25 knots' speed, and carries an armament of 6 inch guns of the most powerful type of their calibre. The *Corymbor* was engaged in several affairs during the fighting in the North Sea and elsewhere.

The *Caroline*, *Comus*, and *Conquest* are representative cruisers of the same type and all did excellent patrol work in the North Sea and elsewhere, as well as scouting and other duties, leading up to various actions in the North Sea as well as being speedy, economical of fuel consumption, well armed, and suited for every kind of general service. All four cruisers possess the best and most up-to-date torpedo and anti-aircraft armament, and their fuel storing capacity gives them a very wide cruising area.

Rear Admiral Sir Hugh H. D. Tophill, who commands the new East Indies Squadron, has been in the service for over 32 years. He served as a midship on the battleship *Invincible* at the bombardment of Alexandria, 1899 (medal with "Alexandria" clasp and Khedive's star). In the naval war of 1914-17 and up till the end of the struggle he saw much service afloat and ashore and did splendid service (mentioned several times in despatches, knighthood). Sir Hugh is no stranger to the East Indies Station, having served there previously in his junior days.

BRITISH MALAYA'S FOREIGN TRADE.

The summary of foreign imports and exports of the Straits Settlements and British Malaya for 1918 has just been published.

Total imports were valued at £29,067,147 (£406,293,825) as against £24,586,077 (£378,860,660) for the year 1917. Total exports were £27,447,913 (£378,124,968) as against £20,889,518 for the previous years.

The differences are probably more in the values than in the quantities of imports but in exports tin has gone down by 150,000 pikul, copra by nearly 400,000 pikul, while para rubber has gone up by 200,000 pikul.

Trade with the Netherlands Indies is valued at two hundred million dollars, in and out. Exports to the United States reached 219 million dollars, there being no figures for 1917. Exports to the United Kingdom came next at 67 millions, but to the whole of the British Empire to 297 million dollars. Imports from Japan ran up to 51 millions, exports to Japan being about half that figure.

NEW ADVERTISEMENTS

FOR SALE.

SECOND HAND TRIPLE EXPANSION STEAM ENGINE with Condenser and Pumps, alternating current generator with exciter, switch-board and cables, all in perfect condition, for 2,500 volts 100 cycles, 350 kw.

For further particulars apply—
THE SIAM ELECTRICITY CO., LTD.,
Bangkok.

[589]

NOTICE TO CONSIGNEES

S.S. "VENEZUELA", VOY. 12-OUT.
FROM SAN FRANCISCO, HONOLULU,
JAPAN PORTS, SHANGHAI AND
MANILA.

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on June 18th, at 10 o'clock.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.

No C.O. is to be admitted after the goods have left the Godowns, and all goods remaining undelivered after June 18th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY,
ALEXANDRA BUILDINGS,
Hongkong, June 11th, 1919. [570]

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA PANAMA CANAL
AND SINGAPORE.

THE "TITABOREM"

having arrived, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by June 4th, 1919, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on June 3rd, 9.30 a.m.

Claims against the Steamer must be presented within 14 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected.

This Steamer brings on Cargo from New York originally intended for shipment per "KAZEMER".

Bills of Lading will be countersigned by THE BANK LINE LIMITED, Agents.

Hongkong, May 29th, 1919. [522]

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 2332.

HAVING been Favoured with instructions from CAPT. E. H. LAWRENCE, will sell by Public Auction, at Kowloon Wharf, PRAJA EAST, TO-DAY (THURSDAY), June 12th, 1919, at 11 a.m.,

THE HULL OF A STRONG WELL-BUILT LAUNCH.

Particulars:—

Length on Keel ... 28ft.

Breadth ... 8ft.

Length overall ... 32ft.

Specification: Frames, Camphor Wood 2 1/2" x 3 1/2" (cut), Spaced 18" apart cent to centre.

Strips 2 1/2" x 3 1/2" yocal (6) Stern, Stern Post, Rudder Post 4" x 6" yocal.

Keelson 4" x 4" yocal. Through Bolted, Planking 1 1/2" China Pine. Wood, all galvanized fastened.

Also

1 New Motor-boat hull ... 28ft. 6in.

Length ... 28ft. 6in.

Breadth ... 7ft. 6in.

Depth ... 2ft. 6in.

1 Fast Speed Motor-boat hull ... 18ft.

Length ... 18ft.

Breadth ... 4ft.

1 Pint.

Terms 20% deposit to be paid immediately on the fall of the hammer.

Hongkong, June 10th, 1919. [548]

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Public Auction Sale, to be held on MONDAY, the 23rd day of June, 1919, at 11 a.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the OFFICER ADMINISTERING the GOVERNMENT of One Lot of CROWN LAND at Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a 75 years term to be held by the Surveyor of the LANDS and MINES, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

INTIMATIONS

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. A. N. MARUYEVALA has Dissolved Partnership by mutual consent as from May 1st, 1919.

The undersigned are not responsible for any debts incurred by him.

P. D. GOTLA & CO.
Hongkong, June 8th, 1919. [583]

VICTORIA DISPENSARY.

NOTICE.

THE BUSINESS hitherto conducted by the above pharmacy at 32, Queen's Road Central, will on 15th June next be transferred to A. S. WATSON & CO., LTD., the Hongkong Dispensary, who will take over the stocks, proprietary medicines and prescription books. Customers requiring prescriptions repeated will on and after the date aforesaid be able to get them dispensed at the Hongkong Dispensary.

F. W. STAPLETON,
Manager.

Hongkong, May 28th, 1919. [522]

NOTICE OF REMOVAL.

SUN MAN WOO CO., Shipchangers, Naval Contractors and General Providers, have this day REMOVED from Nos. 18 & 19, Connaught Road Central, to their new premises at Nos. 99 & 101 Des Voeux Road (E.V.T. opposite to west corner of the Central Market) Telephone 308.

Hongkong, May 28th, 1919. [502]

NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC (1914).

SUBSCRIBERS to the above LOAN are hereby notified that redemption of the Bonds drawn on May 15th (second drawing) will begin on June 30th, 1919.

Payment in cash or its equivalent will be made at the BANK OF CHINA and the BANK OF COMMUNICATION or any of the branches of the above Banks and also at the Shanghai Office of the HONGKONG AND SHANGHAI BANKING CORPORATION.

Any Bond of which the following are the two terminal numbers namely, 05, 12, 30, 32, 45, 48, 55, 64, 74, 89 and 94, is a drawn Bond.

F. A. AGLEY,
Inspector General of Customs.

Hongkong, June 8th, 1919. [508]

A. S. WATSON & COMPANY, LTD.

NOTICE.

ON and after 1st JULY next, the hours of business will be as follows:—

GENERAL STORE: 8.30 A.M. to 6 P.M.

WINE DEPARTMENT: Saturdays 8.30 A.M. to 1 P.M.

DISPENSING DEPARTMENT: 8.30 A.M. to 8 P.M. (including Saturdays)

Sundays 10 A.M. to 1 P.M.

6 P.M. to 7.30 P.M.

Such Public holidays as are observed by us, same hours as on Sundays.

No Medicines can be obtained after closing hours, as above.

A. S. WATSON & CO., LTD.

Hongkong, June 4th, 1919. [549]

FRENCH LESSONS.

A YOUNG LADY desires a few pupils (Children and/or Grown-ups) for French Lessons, between the hours of 3 p.m. and 8 p.m. daily. Terms moderate.

Apply—
Box 865,
Care of "Daily Press" Office. [565]

WANTED IMMEDIATELY.

FOR Sandakan. Male STENOGRAPHER versed in General Office Work. Testimonials required. Apply, stating salary, to—

Box No. 895,
Care of "Daily Press" Office. [565]

TO BE LET FURNISHED.

From July 1st.

NO. 7, MOUNTAIN VIEW, THE PEAK.

Apply to—
W. L. PATTENBER,
G.M.A. & Co., Ltd.,
84, Des Voeux Road Central. [737]

TO LET (UNFURNISHED).

NO. 10, MOUNTAIN VIEW, PEAK, from June 1st, 1919, in excellent condition.

Address—
"A. B.",
Care of "Daily Press" Office. [569]

TO LET.

NO. 102, THE PEAK, 6-Roomed House at the Peak.

Apply to—
"PERRY SMITH BETH & FLEMING" [522]

TO LET.

A FLAT in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings. [51]

THE PEAK.

FOR SALE. A FIVE-ROOMED Residence.

For particulars apply to—
"T.Y.E.",
Care of "Daily Press" Office. [584]

INTIMATION



BY APPOINTMENT.

WATSON'S DRY GINGER-ALE.

FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which

has helped to give this drink the

popularity it so well deserves.

Plats, \$1.20 Per Dozen.

Splits, 70 cts. " "

A. S. WATSON & CO., LIMITED.

AERATED WATER MANUFACTURERS

TEL. 433

[12]

DEATH.

XAVIER.—At 13, Ashley Road, Kowloon, on the 11th inst., MARCOS MARIA XAVIER, the beloved son of Mr. and Mrs. Pedro d'Alcantara Xavier, aged 5 years and 2 months.

Shanghai, Canton and Macao papers please copy.

Hongkong Office: 10A, Des Voeux Road, C. London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 12TH, 1919.

PUBLIC OPINION.

The recent criticism by Mr. ASQUITH of Lord FRANK's book on the war raises an interesting question in our mind regarding the value of public opinion. Three years ago the late Premier was driven from office by "the raucous cries of the newspapers." Those papers, it is true, were leagued with certain politicians, but the politicians by themselves could have accomplished little, and it is generally conceded that Mr. ASQUITH's retirement was directly due to the storm of criticism and execration for arousing which Lord NORTHCLIFFE was held to be primarily responsible. Many thinking people believed in those days that Mr. ASQUITH had been shabbily treated. He was known to be steadfastly loyal to his colleagues—a quality which, we trust, will always make his appeal to Englishmen—and he had a splendid record of public service. Calm, dignified, evenly balanced, tolerant in his views, with wide experience of progressive statesmanship added to great legal knowledge, he seemed, in theory at any rate, an ideal leader of a great constitutional State, and there were thousands who were convinced that the country could have no surer guide in a time of crisis. When he was forced out of the position in which for so long he had fought the battles of the people on constitutional lines the action of the newspapers in "inflaming the passions of the mob" was bitterly denounced and

terrible disaster to the country was foretold if the day should ever come when power was permanently transferred from Parliament to the Press. After this lapse of time it seems to us that we can view this question in a better perspective. In reality, the newspapers were not responsible for the collapse of the first Coalition Government; they were the instruments through which the people expressed their will. We do not suggest that widely circulated journals cannot foment an agitation and secure ephemeral successes. Their influence, like that of a popular politician, must, of necessity, be considerable, but they never can, and they never would make the attempt to, fight the wishes of the proletariat in any great national issue. They may help to guide and formulate public opinion, but in this process journals of widely divergent views take part, and "the man in the street" must be given some little credit for independent and intelligent criticism. Such being our view, and having a profound faith in the collective wisdom of our race, we would go a step further and state that in the vast majority of instances whenever a nation with free institutions and an absolutely unfettered newspaper Press expresses its opinion with anything approaching unanimity that opinion is a right one. It was the people of England, and not some of the newspapers of England, that refused to allow Mr. ASQUITH to continue to control affairs. Who will suggest, in the light of our later experience, that they were wrong? Mr. ASQUITH, in spite of his many great qualities, to which we pay our tribute, has shown in recent utterances that in some respects he is absolutely out of touch with the times. Take the answer he made at Newcastle last month to the charge that during the war he had deceived the country in regard to the shortage of munitions. We all know that he assured the nation there was no shortage, and that a shortage was afterwards discovered. At Newcastle he explained that his statement had been carefully limited to the past; that he had not attempted, and did not wish, to conceal anxiety regarding the future. He must have known perfectly well that the only thing the people cared about was the future. How utterly he fails to gauge the temper of the country when he imagines it will be content with such pitiable evasions. The times are far too grave for juggling with words. His criticism of Lord FRANK's book demonstrates similar obscurantism. The Commander-in-Chief of the British Armies during the early stages of the war is giving us the inside history of all that took place during the first momentous struggles in France and Flanders. Mr. ASQUITH is entitled to criticise the volume as "an ill-advised, unhappy, incomplete, and partial narrative," but when he adds that it is "a flagrant breach of the best traditions of the public service" he demonstrates afresh his unfitness for high office while "the world is in process of re-construction." He is obviously temperamentally incapable of freeing himself from the shackles of the past. What does the average man care about "the best traditions of the public service" if they stand in the way of his getting the facts necessary for forming an opinion upon subjects in which he is vitally concerned? The "best traditions" have to be swept aside with "the best people," when they cease to be useful and become mischievous; there is no place in the world to-day for such obstructions. The Press stands for publicity, and we have enough faith in our fellow-men to believe sincerely that publicity in the long run never harms a worthy cause but helps it. That is a maxim which our own local Government would do well to ponder. At present the official view appears to be that the only influence which the Press can exercise must necessarily be pernicious.

Mrs. C. G. Alabaster is amongst those who are leaving for Home to-day on the *Empress of Asia*.

Mr. A. Mares, of the Hongkong and Shanghai Bank staff, has been transferred to the Tientsin branch.

A Japanese shoemaker was fined \$5 by Mr. E. O. Hutchison, at the Magistracy, yesterday, for being drunk and incapable.

The *Tai Ming*, a river steamer, which arrived in harbour on Tuesday afternoon, lost one of her propellers on the West River. She has gone into dock for repairs.

The next Criminal Sessions will be held on Wednesday, June 18th. The calendar is a long one.

Paymaster Commander H. A. D. J. Gyles, R.N., and Lieut. Commander H. L. Hazlewood have been appointed to H.M.S. *Tamar*.

The approaching wedding is announced of Mr. H. Tarby, chief officer of the *Tern*, and Miss Dorothy Van Someren who is on her way to Hongkong from Bombay on the P. & O. *Dimeria*.

According to the Indian Press, Lord Chelmsford, Viceroy of India, will be shortly retiring. The Duke of Northumberland and Sir Douglas Haig are mentioned as likely successors.

The Banvard Musical Comedy Company returned to Hongkong yesterday on the *Fushimi Maru*, after a successful visit to Manila. They will open a short season at the Theatre Royal in a day or two.

The following cases of communicable disease were reported in the Colony on Sunday, Monday and Tuesday:—Bubonic plague, 23 (19 deaths); cerebro-spinal fever, 3 (3 deaths); and enteric fever, 1.

Amongst others who are leaving the Colony for a holiday, to-day, on the *Empress of Asia* are Mrs. J. H. Wallace, Mrs. J. H. B. Goodham, Mrs. MacGregor, Mrs. D. Danby, Mrs. Webb and Mr. and Mrs. A. Stevenson.

As an example of cable delays the following must surely create a record. Sir Robert Ho Tung dispatched a cable to Hongkong from Honolulu, on April 9th. It arrived on June 9th, one month after his return to the Colony!

"Do you know the first principles of public health?" asked Mr. Lindsell, when a Chinese was charged with dumping rubbish on the street. "I do not know the laws of Hongkong," replied the man. "It is no question of law," proceeded Mr. Lindsell, "if you had a little common sense you would know that when you throw rubbish in the street, it causes sickness to break out. Five dollars."

The need for more hotel accommodation in Hongkong was once again made painfully evident yesterday when a good proportion of those who arrived in the Colony on the *Venezuela* and the *Fushimi Maru* found it impossible to secure rooms at the big hotels. Many of the visitors were put to considerable inconvenience before they could find sleeping-places. The strain will be somewhat eased to-day, when the *Empress of Asia* takes away a big contingent, but the demand for rooms will even then be greater than the supply.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledged with thanks the following donations to the funds of the Hospitals: \$50 from To Tai Church; \$25 from Messrs. Thorsen & Co.; \$20 each from A.S.G., Messrs. Leigh & Orange, Lo & Lo, and the Hon. Mr. H. E. Pollock, K.C.; \$15 each from Messrs. Botelho Bros., Noronha & Co., J. R. Michael & Co.; and \$10 each from Messrs. C. H. Blason, W. S. Brown, the Hon. Mr. W. Chatham, C.M.G., Caldwell, MacGregor & Co., and Donnelly & Whyte.

The following telegrams have been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

10 p.m., June 10th.

Cyclone or typhoon, west of Manila, less than 100 miles distant, moving W.N.W.

2 p.m., June 11th.

Typhoon in about 118 deg. Long. E. and 17 deg. Lat., inclining northward.

"MORAL SUICIDE" AT THE VICTORIA.

Judging from the booking office returns the Victoria Theatre will be filled to overflowing this evening when the film "Moral Suicide" is screened. Enough has already been said concerning the qualities of this picture. It should be seen. In Shanghai it drew packed houses every time it was shown and the manner in which the subject is treated, the acting of those taking part, and the remarkably clever photography all received high praise.

We are asked to announce that the prices of admission will be as usual at the Victoria throughout the period during which "Moral Suicide" is being exhibited.

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

THE MINISTERIAL RESIGNATIONS.

PEKING, June 10th.

It is reported that the President and Cabinet will submit the Ministerial resignations to Parliament this evening.

[BY COURTESY OF THE "HONGKONG CHINESE COMMERCIAL NEWS."]

STRIKE STILL GOING ON IN SHANGHAI.

SHANGHAI, June 10th.

A mandate has already been issued allowing Tso Yu-lun, Luk Chung-yi and Chang Chung-cheong to resign.

Tsang York-jun will act as Minister of Communications. Jaung King-kao will act as Minister to Japan. Li Si-hao will probably succeed Luk Chung-yi as Director of the Currency Bureau.

Upon receipt of the above news, the Shanghai Press Association issued a notification advising all shop-keepers to resume business—since the objects of the strike had been realised.

The Chamber of Commerce also issued a notification persuading the shop-keepers to re-open their shops, but so far the plea has not been heeded.

The Municipal Council prohibits students from going about the streets wearing uniforms or badges.

There was a run on the Bank of Communications yesterday—nearly 1,500 persons withdrawing deposits—because that Bank was known as traitor Tso Yu-lun's Bank. Over \$200,000 had been paid out before the run stopped.

Loo Wing-cheong has sent the following wire to Peking: "The strike has spread like wildfire in the interior. The situation is most dangerous. Although the Chambers of Commerce are willing to persuade the shop-keepers to resume business, the educational bodies have on the dismissal of Tso Yu-lun, Luk Chung-yi, and Chang Chung-cheong. It is my duty to report to the Government the true situation, and if the Central Government comply with the people's desires, order can be immediately restored."

He therefore awaits the Central Government's instructions.

DISMISSAL OF "TRAITORS" DEMANDED.

SHANGHAI, June 11th.

Yesterday's mandate only dismissed Tso Yu-lun; therefore the Shanghai shop-keepers still close their doors, but the Chinese Banks resumed business yesterday afternoon.

The native Exchange Banks also re-open to-day.

It is expected that Luk Chung-yi and Chang Chung-cheong will also be dismissed by a mandate to-day.

The shop-keepers in Tientsin also closed their doors yesterday, and the movement may spread to Peking.

Already a run has commenced on the China and Communications Banks.

Liang Shi-yi offered the Peking students \$2,000 and Liang Kai-fun offered them \$1,000, but the students refused to accept the money.

A people's mass meeting also asked the students to attend, but they all refused, because they did not want to have anything to do with the politicians. It is estimated that the Shanghai strike will cost at least \$10,000,000.

All loafers and pick-pockets have decided not to go about their rounds during the strike. Hence no thefts or pocket-pickings have been reported.

Comrades, crews, and boys in Chinese-owned steamers are also on strike.

The operators in the Chinese Telegraph Office sent a telegram to Peking demanding the dismissal of the traitors threatening otherwise to strike.

It is reported that China is hopeful that she will obtain a reservation in the Peace Treaty regarding the Shantung question.

[THROUGH REUTER'S AGENCY.]

DR. MORRISON UNDERGOES AN OPERATION.

LONDON, June 4th.

Dr. Morrison, Political Adviser to the President of China, has undergone a successful operation in London. He is doing well.

FINANCING CHINA.

LONDON, June 8th.

In the House of Commons, replying to Sir Stuart Coats, Mr. Cecil Harcourt stated that on the initiative of the American Government negotiations had been proceeding for some months for the formation of a new International Consortium for financing loans to China.

The British Government would naturally fully support any British group formed to participate in such Consortium. As regards an alleged monopoly, the Government, from the outset of

CABLES

LATEST CABLES.
(THROUGH ROUTE'S AGENCY.)

TURKEY.

INDIAN POTENTATES' SUGGESTION.

LONDON, June 10th.
Writing in the *Times*, the Aga Khan and Amir Ali urge that, according to the Premier's promise, the Turkish sovereign should be left in absolute possession of Constantinople, Thrace, and Asia Minor from the north of Syria Proper, along the Aegean, to the Black Sea.

EARLIER CABLES.

THE ALLIED OCCUPATION.

GENERAL ROBERTSON'S ARRIVAL.

PARIS, June 8th.
A message from Mayence states that General Robertson has arrived. He was ceremoniously received, and presented General Mangin with the insignia of the Order of the Bath.

THE NEW RHENISH REPUBLIC.

BERLIN, June 3rd.
A semi-official message states that Herr Scheidemann has received a despatch from "a certain Doctor Dorten," notifying the proclamation of a Rhenish Republic, requesting the assent of the Republic and the co-operation of the Peace Conference, to which it had applied for admission.

The Imperial Government replied that it has instructed the prosecution, for high treason, of Dr. Dorten and other members of the so-called Government of the Rhenish Republic. It declares the official acts of the so-called Government null and void, and urges the local population to obey its decrees.

GOOD NEWS, IF SINCERE.

PARIS, June 3rd.
A Havas message says:—
Mistrust prevails in Paris in regard to the proclamation of the Rhineland Republic. If sincere, it would be the most important news from Germany since November last.

A GERMAN COMPLAINT.

BERLIN, June 3rd.
The German Armistice Commission at Spa has handed Marshal Foch a Note declaring that the French occupation authorities are promoting treasonable movements in the Rhineland, and have arrested Germans who removed the posters proclaiming a Rhenish Republic.

The French, it is said, also threatened to stop the food supplies to the towns opposed to the foundation of a new Republic. They expelled the local Government President.

The German Government protests very sharply against this "gross violation of the Armistice conditions."

THE COAL INDUSTRY.

A SERIOUS POSITION.

LONDON, June 4th.
In the House of Commons, Sir Auckland Geddes stated that the coal position was serious. The estimated output (for twelve months from July next when the reduced hours are enforced) was under 217,000,000 tons annually, compared with 287,000,000 in 1913. The consumption of coal for inland purposes and bunkers in 1918 was 196,000,000 tons, compared with 210,000,000 in 1913, and the exports 34,000,000, compared with 77,000,000 tons. In order to preserve, approximately, the same quantity of coal for inland consumption and bunkers, from July 1919 all present restrictions in consumption must be fully maintained, and the exports must be reduced to 23,000,000 tons annually. The estimated deficit on the coal industry for twelve months, from July, was £46,500,000, meaning an increase in price of 4s. 6d. per ton, or the deficiency falling on the tax-payer.

RACING AT HOME.

THE EPSON MEET.

LONDON, June 4th.
Despite rain, there was an enormous attendance, which included Their Majesties, at the Epson race meet. The King's horse, "Viceroy" won the Stewards' Handicap, evoking the greatest enthusiasm.

LABOUR UNREST IN FRANCE.
STRIKE SITUATION WORSE.

PARIS, June 4th.
The strike situation is steadily becoming worse. The strikers now number 350,000. Most of the underground railways have closed; also the trams, and buses.

The strikers demand the immediate application of an eight-hour day, without reduction of wages. All workers in the metal and engineering trades are now out. The electrical workers appear ready to strike. The military have taken over the Evry Vitry Electrical Works.

SPARTACIST LEADERS END.
CONDEMNED TO DEATH.

COPENHAGEN, June 4th.
A message from Munich, dated June 3rd, states that a Court Martial condemned the Spartacist leader, Levine, to death for high treason.

AUSTRIAN PEACE TERMS.

UNACCEPTABLE AND IMPOSSIBLE.

COPENHAGEN, June 4th.
A message from Vienna to the Press states that the Cabinet discussed the peace terms, and unanimously decided that they were "unacceptable and impossible." "READY TO ASSUME THE DREADFUL INHERITANCE."

PARIS, June 3rd.
A Havas message says:—
Herr Regner, the chief Austrian delegate, made a favourable impression during his speech on the occasion of the presentation of the peace terms.

He pleaded eloquently on behalf of the new Austrian Republic, which, he said, could not be considered a successor of the Hapsburg Monarchy.

The Republic was, however, willing to acknowledge the principle that the change of Government did not relieve the State of its responsibility, and Austria was, therefore, ready to assume the dreadful inheritance.

FIGHTING BOLSHEVISM.

ESTHONIANS AND FINNS CAPTURE PETROGRAD.

STOCKHOLM, June 4th.
A telegram from Murmansk states that an Army, chiefly composed of Estonians and Finns, has taken Petrograd.

No confirmation of this report has been received.

OBITUARY.

SIR B. REDWOOD.

LONDON, June 4th.
Sir Beverton Redwood, Director of Technical Investigations, H.M. Petroleum Executive, is dead.

THE INDIAN SITUATION.

MARTIAL LAW IN THE PUNJAB ABOLISHED.

SIMLA, June 9th.
The Viceroy, on the recommendation of the Lieut.-Governor, and the approval of the General Officer Commanding, has abolished martial law in the Punjab, from to-day, and in the Lahore Civil Cantonment from June 11th, except in the railway lands, for military reasons.

THE BRITISH NAVY.

IMPORTANT CHANGES PENDING.

MALTA, June 4th.
Vice-Admiral de Robeck will succeed Vice-Admiral Calhorne as Commander-in-Chief of the Mediterranean Fleet. It is understood that Vice-Admiral Calhorne remains High Commissioner at Constantinople and will eventually become the first British Ambassador under the new régime there.

THE SUEZ CANAL STRIKE.

EARLY SETTLEMENT LIKELY.

LONDON, June 4th.
In the House of Commons, Mr. Cecil Harmsworth stated that the British Directors of the Suez Canal Company reported, on May 19th, that the questions raised by the strikers had been discussed telegraphically with Paris, with every prospect of a settlement. The strike was not based on labour conditions but was of a political character. The intervention of the British authorities was limited to maintaining order and assuring the vital services of the Canal.

PEACE CELEBRATIONS AT HOME.

NAVAL MARCH THROUGH LONDON.

LONDON, June 4th.
In the House of Commons, at question-time, the Rt. Hon. Walter Long stated that it was intended that the Peace Celebrations should include a march of naval men through London, and a visit of a squadron to the Thames, where the public would be allowed to inspect the ships.

THE THAMES PAGEANT.

LONDON, June 4th.
One of the greatest days in the Peace celebrations in London will be that on which the tribute of the Thames will be paid to the Mercantile Marine, when 300 boats, manned by merchant seamen and decorated with flags, will form a pageant from Tower Bridge to Chelsea. It is hoped that on this occasion all London will be singing, led by choirs of 50,000 trained voices located along the river embankments. Thirty bands have been arranged for, and the decorations on the barges, on the bridges, and on the strings of barges will be of a kind never before attempted in the history of the Thames.

ANARCHIST ACTIVITY IN AMERICA.

EARLY APPREHENSION OF PLOTTERS EXPECTED.

WASHINGTON, June 3rd.
A man's head was discovered on a roof 300 feet from the Attorney-General's house. This and other clues are expected to lead to the apprehension of the Anarchist plotters, whose headquarters are believed to be in Philadelphia.

In the Senate, after speeches denouncing the bomb outrages, Mr. Walsh, Democrat, re-introduced a Bill, which failed to pass last winter, providing for more severe penalties for acts of violence designed to overthrow the Government.

The Police at Pittsburgh arrested Mr. Johnson, President of the "Independent Workers of the World." Mr. Johnson barricaded his house and heartlessly fired his revolver at the detectives before he was overpowered.

THE SILVER MARKET.

SINGAPORE, June 8th.
Silver is quoted 54d., buyers and sellers. The market is quiet.

OUR SECRET SERVICE.

THE "SPECIAL BRANCH" AND ITS WAR TRIUMPHS.

Some day perhaps Mr. Basil Thomson will write the romance of the wonderful intelligence system of which he has just been appointed director. It would be a stirring account of the mysterious episodes of thrills and triumph, mystery and adventure (says the *Express*).

Ten years ago the Special Branch was little more than an obscure offshoot of the Criminal Investigation Department, Scotland-yard. To-day, thanks to the energy and initiative of Mr. Basil Thomson and his skilful lieutenants, it is one of the most vital and formidable organisations in the land.

It has to deal with political firebrands and mischievous agitators at home, and simultaneously check the machinations of conspirators and revolutionary emissaries abroad. In recent months, for instance, it frustrated several daring Bolshevist coups and dealt a severe blow to the activities of Livinoff, Lenin, and Trotsky. Whole-sale arrests of Bolshevist agents were made all over the country, and to-day Britain is practically free from a menace, which, not many months ago, threatened to cause a tremendous industrial upheaval.

Nobody is better qualified to judge and has a loftier appreciation of the achievements of the Special Branch than Admiral Sir Reginald Hall, M.P. When war broke out Admiral Hall took counsel with Mr. Basil Thomson, and the outcome of their deliberations was the affiliation of the Special Branch to the Admiralty Intelligence Department. To the Special Branch was entrusted the task of rounding up all the enemy aliens and undesirable in the country. This work was carried out with the maximum of efficiency and thoroughness, and in less than a week every detention camp in England was crowded with Germans and Austrians. But a grave evil had to be conquered. Desperate espionage plots were afoot. Germany's secret service agents began to creep into England in a variety of disguises. They came from many lands, from Middle Europe, from the Scandinavian countries, from the East, and from far-off South America. The Special Branch, co-operating with the Admiralty and the War Office, drew an invisible cordon round the Kaiser's spies, and one by one they were accounted for. From the moment a German agent set foot on English soil his every movement was watched day and night. Of the hundreds who reached London, few, if any, ever returned. It is on record that not a single German spy of any importance succeeded in leaving England, and what is still more gratifying, no naval or military information of any value was ever transmitted to the German Government.

British brains triumphed over Berlin bluff, and the Special Branch completely exploded the so-called German Secret Service.

VISCOUNT FRENCH'S BOOK ON THE WAR.

THE PREFACE BY MARSHAL FOCH.

The following is a translation of the preface contributed to Viscount French's book by Marshal Foch:—
Field-Marshal French was the Commander-in-Chief of the British Army at the beginning of the war. In 1914 the Germans, as is known, sought to profit by their numerical superiority and the crushing power of their armament to put the Allied armies of the West out of the field as rapidly as possible by means of an enveloping manoeuvre. After having vainly sought a decision on the Marne, then on the Aisne and the Somme, they pursued it successively at Arras, on the Yser, and at Ypres.

In this rush to the sea, in proportion as the ground available in front of them becomes restricted, the blows are hastened and repeated with more and more violence: the reserves are engaged, and numerous and intact new army corps are brought into line. Moreover, the surrender of Antwerp assures the enemy the disposal of important forces. But already the Belgian army supported by French troops, stops the Germans on the Yser, from Nieuport to Dixmude. After having taken part in the battles of the Aisne, the British Army has been transported to the north. Thus it happens that it is engaged progressively from La Bassée to Ypres, everywhere opposing the invasion.

In short, the Germans, after having vainly developed their efforts from the sea to the Yser from October, 1914, find themselves obliged, after the end of the month, to conquer at Ypres, unless their manoeuvre is definitely to fail, their offensive in the West to expire, and the Coalition to remain standing. Thus, at the point of Ypres, the Germans brought to concentrate all their means—a powerful heavy artillery plentifully supplied, reinforced by mine-throwers, and numerous and renewed army corps—in a bitter battle.

As for the Allies, they are reduced to receiving the shock with restricted effective strength, and a weak heavy artillery. Whatever may be the duration of the battle, they are forbidden any relief by the scarcity of troops. To mention only one example, the first British corps was engaged from October 20th to November 15th—in the midst of most violent attacks, and in spite of very heavy losses.

But at this last date the battle was won. The Allies had inflicted a resounding check upon the enemy; they had saved the Channel communications, and thereby fixed the fate and the future of the Coalition.

If the close union of the Allied Command and the valour of the troops permitted these glorious results to be achieved, it was due to the fact that the Field-Marshal French displayed the utmost integrity, the most complete confidence, the greatest energy—resolved to die rather than retreat. In him Great Britain found a great soldier. He kept his troops up to the level of those of Wellington.

With all the emotion of a deep and always living memory, I salute my brave compatriots in arms of the bitter days and the glorious British flags of the Battle of Ypres.

WILL GERMANY SIGN.

NEW GOVERNMENT POLICY.

[FROM LEONARD APPAY.]
ROTTERDAM, April 24th.

It may now be accepted that the German Government has abandoned any idea of rejecting outright the Allies' peace conditions, whatever their character. They have, however, as I learn from a well-informed source, decided upon a new policy, of which the main outlines are as follows:—

After receipt of the Allies' terms they will come forward with counter-proposals of their own, not only dealing with the League of Nations, but also concerned with all the other questions raised by the liquidation of the war. If the Allies refuse to discuss these proposals and demand acceptance or otherwise of their own original terms, the German Government will refer the whole question to the National Assembly, and ask, in effect, "Do you empower us to sign this treaty?" In this event the probability is that the National Assembly will also have responsibilities of decision and proceed to submit a referendum to the people. The result would, of course, be largely dependent on the internal conditions when the votes were taken; but this much can be said, that if no revolutionary change comes about, and if the feeling of the people remains as at this moment, the reply of a large, if not overwhelming, majority will be, "Sign."

In the last few days the Government have been relieved to a great extent of their fears in one direction, namely, that of opposition to signing the treaty from the left, for the Independent Socialists have played into their hands by their tactics of attacking the Government for delaying peace by not showing a sufficiently conciliatory attitude towards the *Entente*. The danger which now threatens the Government if they sign the treaty comes not from the left, but from the right. It is significant that on the eve of the departure of the German plenipotentiaries for Versailles, reactionary forces have again been raising their shrill voices after having been comparatively silent for some time past. Thousands of posters and leaflets have suddenly appeared, urging people not to assent to what they call "A Peace of Humiliation," and it is quite evident that this is only the beginning of a campaign for the renaissance of national consciousness and inspiration—a desire for "Revenge."

With the German people in its present mood there does not seem to be much chance of success for such propaganda, but I have authority for stating that the movement is giving anxiety to the Government.—*Daily Telegraph*.

STORY OF DEIRUT MURDERS.

BATTLE FOR LIFE IN A TRAIN.

REVOLTING SAVAGERY.

[FROM "THE TIMES" CORRESPONDENT.]

CAIRO, April 24th.
The inquiry into the murder of Englishmen in the Assiut-Minia train is proceeding. New information now available makes it possible to reconstruct the outrage. For two or three days before the murder occurred in the area where the demonstrations, which were at first purely political but were gradually becoming more hostile to the British, had been held, whilst there was considerable coming and going between the various stations, people travelling quite freely.

There appears to have been some hint at Assiut of the possibility of trouble further north, for although a large party, including the victims, left Luxor by express, the latter stopped at Assiut. There some remained, but the murdered men, probably disregarding the warning as but another idle rumour, continued on the ordinary train, being joined by Pope Bey and his native officer.

Hostile crowds assembled at various stations. After Assiut it appears that British soldiers who were travelling second class were taken by the officers into the first class. For precaution's sake all doors and windows were shut, and the conductor was put into the second class carriage with instructions to say that there was no one in the first class.

By this time, however, the train was full of natives, who knew full well the true state of things. At the next station more excited crowds of fellahs awaited the train and joined those already on it, and by the time that Deirut was reached it was packed with a mob of shouting natives, even the roofs being crowded. At Deirut another infuriated crowd swarmed on the platform. They had undoubtedly been advised by telephone, for no sooner had the train pulled into the station than the mob started battering the doors and windows of the first class carriages.

Notwithstanding the efforts of the native officials travelling on the train to divert their attention, the mob forced a way. Most of them were armed with knives and *fasces* (hoes), many carried stones and *nabats* (heavy sticks). Quick in all the doors and windows were broken in. The attack began, and the slight British, who were quite unarmed, defended themselves as best they could with fists, kit-bags, cushions, etc.

Whilst the attack was in progress a local police officer appeared on the scene with a few unarmed police. He had been warned an hour before the train was due by the stationmaster that there might be trouble, but had not turned up until 20 minutes after its arrival, and he appears to have made no effort to intervene.

The Deirut stationmaster made his way with great difficulty to the engine and tried to get the driver to re-start, but the brake had been interfered with, and the electric staff had been taken away. However, after much altercation and delay, the defect was remedied and the train was allowed to proceed. The crowd which had travelled down from the previous stations having been re-inforced at Deirut. There is reason to believe that two British had been killed by the time the train left Deirut, and their bodies cast in the van along with that of Pope Bey, who, it is said, was still alive when he was thrown into the van, and who was done to death by the men travelling in it.

Fighting went on all the while the train was in motion, and at Deir Mawas, incredible as it may seem, the remaining five British were still holding the mob at bay. There another infuriated crowd awaited the passage of the train and, having been duly notified of what had already occurred, proceeded to stone the British. Two descended and fought a way to the engine, where they tried to force the driver to get the train going again. Their efforts were in vain, however, and the man fled for his life when part of the crowd started to attack the engine. The two were overpowered and their heads battered in.

A little later the three remaining men also left the carriage and succeeded in reaching the engine. They were immediately attacked by the mob, and after resisting desperately with whatever they could lay their hands on they were likewise overpowered, dragged to the platform, battered with *nabats* and *fasces*, and jumped on until their bodies were beyond recognition.

Enormous conceivably brutality was committed on the train. It is stated that one had his leg cut off, and some assailants in their frenzy drank his blood. Another was hung up, whilst those lying on the ground were spat on and had filth thrown on them. And all the while the crowd watched, screaming its delight. The bodies were then plundered, stripped, and thrown into the van with the rest, and thus ended this terrible unequal battle in the train.

After an hour's delay, the crowd having satisfied themselves that no more "English" were in the train, allowed it to proceed north. At various intervening stations the platforms were crowded with an excited mob eager to view the bodies on which further indignities were perpetrated. At Mallawi one of the bodies was dragged on to the platform and left behind (it was subsequently buried there). This is why only seven bodies were found on arrival at Minia.

THE MOST DISGRACEFUL PART of the whole proceedings was the behaviour of the police at the different stations, who, in spite of warnings, took no precautions to afford protection, and of other passengers in the train, who included some Egyptian Army Officers and about 80 time-expired Egyptian soldiers, returning to Cairo from the Sudan, who, far from intervening, actually encouraged the excesses, leaning out of the carriages and cheering.

(Continued at foot of next column.)

PAY WITHOUT WORK.

SLACKNESS EXPOSED BY A LABOUR OFFICER.

It is the intention of the Government to continue their unemployment donation scheme—pay without work and no employment for those who want it—until November 25th. That is unless the debate on the question in the House of Commons induces a change in Government policy.

No sane person objects to a State allowance during unemployment to the demobilised soldier or sailor or to the genuine worker who has lost his job owing to the change from war to peace industry; but the whole country is crying out against the system as at present administered. Careful investigation has been made by the *Daily Express* into the operation of the out-of-work benefit in London and throughout the provinces, and the following outstanding facts are shown:—

Large numbers of unskilled workers, particularly women, girls, and lads whose earning capacity is small, are making no effort to obtain employment while the State donation continues. Thousands of genuine workers find the employment exchange as a medium for obtaining work useless because the exchanges have very largely become offices for the payment of out-of-work donations.

The donation is being given to many persons for whom it was never intended; women whose husbands are in work, people who have employment to "go on the out-of-work pay," and persons of notoriously bad character.

TO STOP ABUSES.

The Ministry of Labour is keen to stop abuses, and a number of prosecutions have been authorised. Some employers are undoubtedly to blame for the wrongful issue of the benefit. When a person registers as unemployed at an exchange, a form asking in what circumstances he was discharged is sent to the last employer. An official of the Labour Ministry states that in many instances this form is never returned to the exchange, and therefore there is no check on the statement made by the person registering. It is also a fact that often this vital inquiry form is never sent to the employer.

An ex-official of an employment exchange declares that he knows of cases where the out-of-work pay is granted without any proper inquiry, and also that unfavourable replies received from employers about people who have registered are destroyed to save trouble. An "unfavourable reply" has to be referred by the employment exchange to a court of referees before the benefit is given.

The position in the country is as bad as in the towns. Farmers cannot get labourers for the land. Hundreds of positions, such as under-gardeners and odd-men, are vacant in country houses, and no one can be found to fill them.

Evidence of this was forthcoming at a meeting of the Worcestershire War Agricultural Committee. It was reported that the Labour officer of the committee went to Evesham, where there were a number of men and women drawing their unemployment allowances, and asked eighty-four men to volunteer for work with a farmer, who wanted forty men. Not one responded. The official was also manager of the labour exchange, and, he then went through each case separately, with the result that he found that fifty-six had work to go to and had not taken it, and the others were either disabled or could be provided for shortly.

The chairman of the committee said that if every labour officer would act in a similar manner, the amount given in unemployment pay could be reduced by one-half within a fortnight.

PLENTY OF WORK.

The committee decided to press the Ministry of Labour to urge officers to seek to reduce the unemployment allowance and to cite what had been done in the Evesham district. It was stated that there were many amounts of jobs for men on the land.

More than a million men and women are unemployed and drawing nearly £1,500,000 a week in pay for no work. Labour members of Parliament are urging that the Government must find work in some shape or form, instead of merely paying out the donation. There are 65,000 men unemployed in the building trade, the shortage of houses is appalling, and yet not one State or local government housing scheme has been started.

The hostility of the people of Upper Egypt to the British, which is illustrated not only by this attack on the train, but also by the decision to kill all the English at Minia and by the search for "English" at Beni Suef and the general attack at Assiut, has been skillfully worked up by special agents, who had excited the people by all manner of inflammatory accounts of what had occurred at Cairo, whence the inspiration undoubtedly came.

The manner in which progressively the crowds at various points went from comparatively pacific demonstrations to hostile acts, culminating in this exhibition of savagery, leaves no doubt whatever that the whole thing was organized by agents who went up and down the line egging on the people to greater excesses. While it lasted the struggle on the train against overwhelming odds must have been a prolonged agony for the hapless victims, who are compelled to have resisted for over two hours. One can picture in imagination the desperation with which this gallant band defended themselves without arms of any description against the furious onslaught of the mob, maddened by lust of blood and armed with murderous weapons. The scene that sprang up in their breasts when they saw the police arrive at Deirut and Deir Mawas, their despair when they found that they rendered no assistance, the desperate rush to the engine with the faint hope of being able to get the train moving, and thus escape the fury of the mob, finally the awful struggle under the blows of *fasces* and *nabats*, and the final trampling to death under the feet of the mob—a terrible and tragic conclusion to a happy holiday trip, for they were all, except Pope Bey, returning from leave in Upper Egypt; hence the reason for their being unarmed.



Draw the Cork
and
Haig & Haig
Five Stars
Scots Whisky
will sing its
own praises.

The quality is limited.
The quantity is rare.
You cannot get it
everywhere.



The Unspoken Compliment

People of good taste feel that the quality of the Whisky they drink or offer to their friends should reflect favourably upon their judgment.

No advertisement can do justice to this matchless Whisky. Draw the cork and the Whisky will sing its own praises.

Haig & Haig Five Stars Scots Whisky

Place your orders in advance and make as sure as you can of getting your supply

DISTRIBUTING AGENT

DONNELLY & WHYTE, HONGKONG.

"ASAHI BEER"



SOLE AGENTS
MITSU BUSSAN KAISHA

FRENCH LESSONS
G. MOUSSON.
18, MORRISON HILL ROAD.

AERTEX CELLULAR Defies King Sol & Boreas

Wind may roar or the sun may pour forth its hottest rays; but the man or woman clad in Aertex Cellular remains comfortable always—cool and trim on hot days—proof against penetration when Boreas blows his utmost. The secret is this: To be clad in Aertex Cellular is equal to being clad in multitudinous cushions of air—the best non-conductors of heat—the surest means of maintaining an even temperature of the body whatever the degree of heat outside.

To be obtained at all
FIRST-CLASS RETAILERS.



"Viyella"

SHIRTS and PYJAMAS
are unequalled for comfort,
durability, rich appearance,
health qualities, and they
DO NOT SHRINK.

Good class Outfitters everywhere stock them, or will make to measure, based on the special material with name on envelope or in parcel.

AMERICA IN THE AIR. A PROGRAMME TO WHIP CREATION.

(BY SEAW DESMOND.)

Four hundred million pounds. Eight hundred million wide airways with feeders criss-crossing the North American Continent. Two hundred aerial mail routes, using two thousand aeroplanes, planning. That is America's challenge to the world in the air.

From the day when eight aerial cruisers conveyed the *Mauretania* into New York until some weeks afterwards I left in the same boat and looking towards the murky skyline saw the planes dipping like swallows, I found the aeroplane fitting through the life of the continent—dotting its posters, its pictures—its life. The American has become a four-dimensional.

That great little organisation, the Aero Club of America, as I learned from one of its guiding spirits, Mr. Henry Woodhouse, perhaps America's most prominent aerial editor, is planning, in co-operation with the Aerial League of America and thirty affiliated aero clubs, five trans-continental airways and three coastal airways, with a bewildering number of air routes linking them up. Aerial mail stations, emergency landing places, aerodromes with ground lights for night landing and electric arrows pointing to the chief cities of the air, with all the other airy paraphernalia, being mapped out.

TRUNK LINES.

The eight principal airways, the maps of some of which I have seen, and which in the immediate future will function as regularly as the Scotch express, at seventy-five to a hundred miles an hour, are as follows:

The Woodrow Wilson Airway, from New York to San Francisco, touching Cleveland, Toledo, Chicago, etc.

The Wright Brothers Airway, from Washington through North Carolina, Georgia, Alabama, Texas, New Mexico, Arizona, etc. finishing at San Diego in California.

The Langley Airway, from Philadelphia to Santa Barbara, California, and touching Pittsburgh, Indianapolis, St. Louis, Kansas City, etc., en route.

The Chanute and Bell Airway, from Boston to Seattle and Portland, Oregon, touching New York and a score of other cities en route.

The Rodgers Airway, from Newport News and Norfolk, Virginia, to Los Angeles, California, calling at all important cities and towns on the way.

The Atlantic Airway, from Maine to Key West, Florida, will touch every city on the Atlantic seaboard; the Gulf Airway, from Key West to the mouth of the Rio Grande, will follow the coast and touch every city in the Gulf seaboard; while the Pacific Airway, from San Diego to Puget Sound, will touch every city on the Pacific seaboard.

Those eight airways alone will give America a big pull in the economic struggle to come, saving her time, money, energy, most of the officials, aerial or otherwise, to whom I spoke, admitted this, doing it in that big American spirit which sees the world "big enough for all of us," an expression recurrent in the three New York clubs of which I was made an honorary member during my stay.

MAILING THE MAIL.

But all this is not something "in the air." Here are some facts.

By arrangement between Postmaster-General Burleson and Secretary Baker, the first permanent aerial mail routes have been established between New York, Philadelphia, Washington, Cleveland, and Chicago, the Postmaster-General stating in his annual report that very wide extensions are contemplated, the United States Post Office now having in its possession plans for some two hundred mail routes, involving the use of at least two thousand aeroplanes. Some of the lines have been running for months, and I believe without mishap of any kind.

Four mail routes are now being planned, and will soon be flown. They are, with their numerous feeders, to run from New York to San Francisco, from Boston to Key West, from Key West via Havana to Panama, and from Key West via the West Indies to South America.

From estimates that I have seen it is probable that America will start a dozen aerial mail lines within twelve months, it being calculated that the Post Office will be able to aeroplane half of the one hundred million day and night letters and half of the fifty million special delivery letters sent yearly in the United States.

Now, the American has no use for anything that is not capable of being translated into commercial terms. In his aerial schemes, like his skyscrapers, he may have his head in the clouds, but his feet are on solid earth, and a dollar under each foot. Let us look at the commercial side of American flying.

The average cost of sending the above day and night letters is a dollar apiece, and thirty cents for the special delivery letters. That alone spells \$20,000,000 waiting to be picked up. Further, the aerial letter is going to challenge the telegraph—it is a case of an 8d. letter versus a 21 telegram, and greater privacy.

THE HANDLEY PAGE.

Five million pounds worth of parcels sent, can it be conservatively estimated, be sent through the air in the immediate future, and as much Transatlantic mail—for I hardly spoke to one aerial expert who did not believe in the Transatlantic passage as a commercial proposition. Some of the commercial men alone were sceptical.

There is only one fly in the American amber—and that is the Handley Page. America seems to believe that England has the best weight-carrier in the world. One American demonstrated to me that the super Handley Page could cross the Atlantic with fifty mailbags in its fuselage, each bag weighing fifty pounds, making a total of 100,000 letters, and added: "We want the Handley Page to demonstrate what British brain can do at our world-meet in Atlantic City in May—we have room for a few hundred." Personally I believe the Handley Page could lift anything—I know it lifted me a few days ago a few thousand feet over three London churchyards, around which it seemed to hover for ulterior purposes of its own!

Speaking to the man who helped to steer America through the financial storms of 1907, he said to me: "Honest to God! I believe passenger-carrying between New York and Chicago at anything (Continued at foot of next column.)"

MAKING OFFICERS. TWO SYSTEMS CONTRASTED. (FROM A "TIMES" CORRESPONDENT.)

The story of the war work of the Inns of Court O.T.C. illustrates two methods of training the young officer and, in view of the likely adoption in future of the "miniature Sandhurst" system, the success attending the original Inns of Court methods ought, at least, to be brought to notice.

The system of training adopted during the first two years contrasted in many respects with the system established by the War Office in 1916. It was based on two simple principles. First, on the well-worn but much neglected maxim, that the moral is to the physical as at least as three to one; secondly, that in a four months' training the object must be not to create experts, but to turn out men capable of "taking on." For these purposes the greatest elasticity was allowed; no cast-iron system could meet the case of men of all ages from 18 to 35, from all countries and of all occupations.

The strictest discipline was enforced, but in other respects men were encouraged to develop, along military lines and under mental discipline, such virile qualities as they brought in from civilian life. Slackness alone was anathema. The country round Berkhamstead offered an ideal area for training; commons, pack-land, hills, woods, and fields, and both land and occupiers were kind. By day, by night, in all weathers, and at all times of the year, the men were out in the country, digging, map-reading, traversing new ground, and confronting new situations.

Work in camp was reduced to a minimum, yet, even so, by never taking the edge off men's keenness, the battalion, often nearly 2,000 strong, drilled with a force and precision it would be difficult to surpass. When the men went to their various regiments, they carried with them a good grounding in drill, musketry, the Lewis gun, map-reading, and trench warfare. Above all, the majority had confidence in themselves, an invincible keenness, and a singular esprit de corps.

THE SQUAD DRILL ERA.

In the autumn of 1918 system and organization were scrapped, and the Corps was brought into line with the Cadet Battalions established during that year. These miniature Sandhursts embodied the pre-war tradition, "nothing like squad drill." The instructors were mainly wounded officers, and "the square" became the centre of training. The cadet, undoubtedly, learnt some table manners, and a considerable amount of drill. He became well versed in physical training and the use (or abuse) of the bayonet. The obvious weakness of the system was that, while in leisurely pre-war days the officer was really "made" not at Sandhurst, but in his regiment, in war-time no such regimental formative influence existed. The cadet, having been reduced to the desired military pulp, found no senior subaltern to lick him into shape. He remained a half-baked officer except so far as his undetermined individuality helped him to something better.

It would be interesting to get the unofficial opinion of commanding officers on the process of the two systems, particularly in view of future training. The old lines possibly justify themselves where boys of 18 are concerned, and the regiment is available as a finishing school. No harm, however, would be done by a little thinking, and even by taking some amount of foreign military criticism. Allowing for the natural dislike caused abroad by the insularity of most British officers, there would, it is believed, will be a respectable consensus of opinion, not less in Allied than in hostile armies, that while our men were splendid, neither at the beginning or end of the war were our officers professionally quite "on the heights."

14,000 THROUGH THE RANKS.

The corps, which numbered under 300 at the outbreak of war, is now being reduced to cadre. Between 13,000 and 14,000 men have passed through the ranks, mostly to commissions; of these, nearly 5,000 are casualties; the honours are believed to number about 1,000, including three V.C.s. Nor does the number of men passing through the ranks represent the corps total output. A long waiting list in the early days, received instruction, and passed straight to commissions; and, for some time, the War Office sent, for short periods of training, some hundreds of men to whom commissions were in course of being granted.

Drills and lectures were provided for public school-boys during their holidays; officers of school O.T.C.s were welcomed to train with the corps; and the G.O.C. of a neighbouring Division was in the habit of sending over newly-joined officers for a month's instruction. When the check in recruiting made itself perceptible, chiefly owing to the fact that thousands of well-qualified men had been allowed, and even encouraged, to enlist in various regiments as private soldiers, voluntary agencies were everywhere established, to give information about the corps; and a steady stream of recruits set in, including men from the most distant countries. The Corps Selection Committee interviewed some 130,000 candidates, about one in 10 being accepted.

up to 500 dols a head is going to be a sound business proposition the day after tomorrow. We big business men have to cut seconds to save thousands. We are ready to pay for it."

This New York-Chicago scheme is but the pioneer scheme of hundreds of other passenger schemes now being planned. While I was on the other side the Curtiss Company bought in one day 3,000 military planes from the Government, and are ready, the moment permission is given, to convert them into commercial or sporting machines. The thousands of younger American airmen, now being mobilised are already being snapped up by the aeroplane companies. And in all this—what is England doing? —Daily Express.

OUTLER, PALMER & CO.'S.

NAPIER JOHNSTONE'S
SQUARE
BOTTLE WHISKY
SQUARE BOTTLE WHISKY
NAPIER JOHNSTONE'S



SOLE AGENTS IN HONGKONG
AND SOUTH CHINA
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

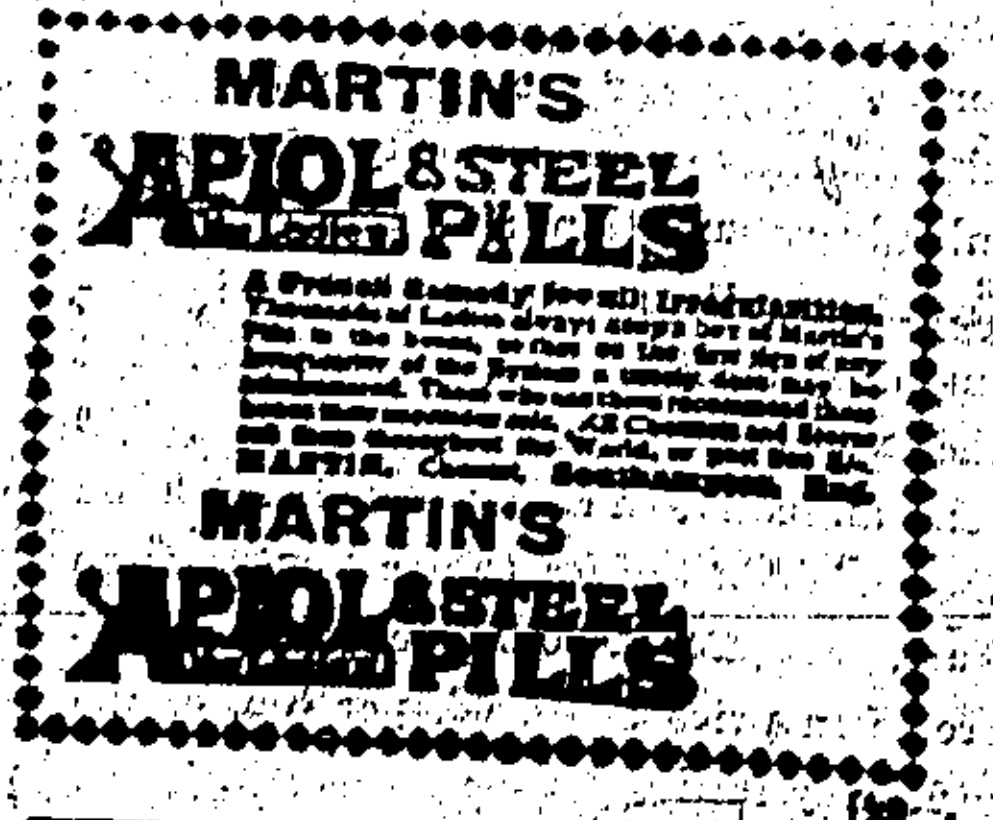
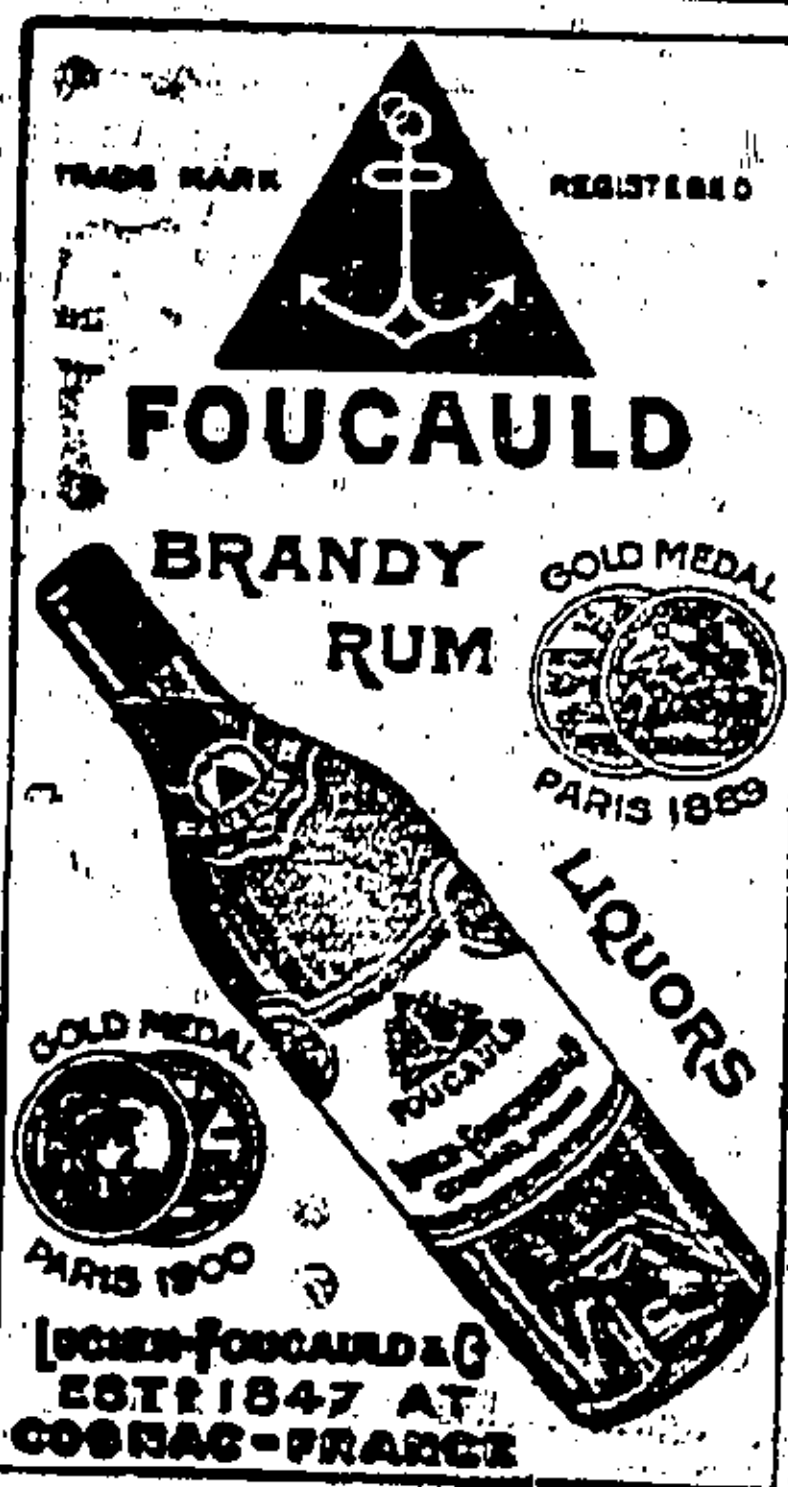
HANDS COVERED WITH PIMPLES

Hard and Red. Constantly Itching
and Burning. Many Sleepless
Nights. Cuticura Heals.

"My complaint began with constant irritation on the back of my hands which gradually grew worse until both hands were covered with hard red pimples constantly itching and burning, giving me many sleepless nights. I saw an advertisement for Cuticura Soap and Ointment and sent for a sample. The burning and itching were less, so I purchased more, and I was completely healed." (Signed) C. Turner, "Peachley," Brampton Park Rd., Hitchen, Herts, Eng.

Cuticura is a pure, gentle soap, ideal for every-day toilet use. Assisted by touches of Cuticura Ointment it does much to prevent skin and scalp troubles. Soap to cleanse. Ointment to heal. British Depot: F. W. Newbery & Sons, Ltd., 27, Cannon Row, London. Sold everywhere.

[31-10]



HALF A CENTURY REPUTATIONS
DR. LECLERC'S PILLS FOR THE
LIVER & KIDNEYS
Available for diseases of these important organs.
Gravel, Rheumatism, Gout, Biliary Disorders, etc.
Price 3s. 6d. (including postage) from Dr. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
BRISTOL: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
GLoucester: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
LONDON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
NEW YORK: 30, Broadway, New York.
SYDNEY: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
MELBOURNE: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
AUCKLAND: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
DUNEDIN: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
WELLINGTON: Messrs. J. & J. Leclerc, 10, rue de Valenciennes, Paris.
ADELPHI: Messrs. J. & J. Leclerc,

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to SHIRAZ, DELAGOA BAY, DURBAN (Kilim), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to SHIRAZ, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(KILPATRICK & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to RIAS & Co., Canton.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAID
HANKOW	"YUNNAN"	On 18th June, 11 a.m.
HANKOW	"SHANSHI"	On 18th June, Noon.
SHANGHAI	"SUNNING"	On 18th June, Noon.
CHINKIANG & WUHU	"PAOTING"	On 18th June, Noon.
SHANGHAI & TIENTSIN	"YINGCHOW"	On 18th June, Noon.
WENSHAI, CHEFOO, & TIENTSIN	"KUEICHOW"	On 18th June, Noon.
SWATOW and SINGAPORE	"LIN"	On 17th June, 11 a.m.
SWATOW and BANGKOK	"CHANGCHOW"	On 17th June, 11 a.m.
SHANGHAI	"SINKIANG"	On 17th June, Noon.
SHANGHAI	"SUIYANG"	On 18th June, Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 8 to 10 Days).

"QUINNEBAUG"	Capt. J. Medina	FRIDAY,	13th June, at 10 a.m.
"HAITAN"	Capt. A. H. Stewart	TUESDAY,	17th June, at 1 p.m.
"HAIHONG"	Capt. J. W. Evans	FRIDAY,	20th June, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARPAIK & CO.,
General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" AND "COLOMBIA,"
14,000 tons each.

HONGKONG TO SAN FRANCISCO,
via SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

S.S. "ARCHER" will sail for Vladivostok, Seattle, San Francisco and New York on or about June 14th, 1919.

S.S. "VENEZUELA"	June 18th, 1919.
S.S. "ECUADOR"	July 15th, 1919.
S.S. "COLOMBIA"	Aug. 15th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER DECKS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin; and the attention to passengers cannot be overestimated.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, Ltd.

For further information rates, timetables, etc., apply to
Telephone 41 COMPANY'S OFFICE in Alexander Buildings, Canton Road.

P. & O. - BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NEURALIA	—	30th June	8th July

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due at Bombay about
DUNERA	8th July	25th July

FOR

CALCUTTA VIA STRAITS & RANGOON.

ARRATOON APCAR ... 13th June, 10.30 a.m. | 2nd July

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	SHANGHAI & KOBE
JAPAN	10th June	SHANGHAI Only.
DUNERA	24th June	SHANGHAI Only.

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents, or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K.
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

FUSHIMI MARU	... Sunday, 22nd June, at 11 a.m.
KATORI MARU (calling Manila)	... Sunday, 12th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

YOKOHAMA MARU	... Friday, 12th June, at Noon.
TAMBA MARU	... Friday, 27th June, at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU	... Wednesday, 26th June, at 11 a.m.
NIKKO MARU	... Wednesday, 27th July, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroan, San Francisco, Panama & Colon.

TOKIWA MARU	... Saturday, 14th June, at 3 p.m.
-------------	------------------------------------

BOMBAY & COLOMBO via Singapore.

KOSOKU MARU	... Sunday, 15th June, end of June.
SHINRYU MARU	... Saturday, 19th July.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU	... Wednesday, 25th June.
CALCUTTA MARU	... Saturday, 19th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU	... Thursday, 19th June, at 11 a.m.
ARI MARU	... Saturday, 19th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SADO MARU	... Monday, 16th June, at 11 a.m.
TOYO MARU No. 2 (Kobe direct)	... Thursday, 18th June.
KITANO MARU	... Monday, 23rd June, at 11 a.m.
SHIMBU MARU	... Saturday, 28th June.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.).

For further information apply to—NIPPON YUSEN KAISHA,
S. YASUDA, Manager.
Telephone Nos. 223 & 224.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
PERSIA MARU	9,000	June 18th.
KOREA MARU	9,000	June 25th.
NIPPON MARU	11,000	July 7th.
TENYO MARU	22,000	July 20th.
SIBERIA MARU	20,000	July 29th.
SHINRYU MARU	22,000	Aug. 13th.

* Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARIKA AND IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamer	Tons	Leave Hongkong
PERIYO MARU	17,800	July, 14th.
YANYO MARU	18,500	Sept. 10th.
SEIYO MARU	14,000	Nov. 4th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd. and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge. For full information as to rates, sailings, etc., apply to—

Telephones 2274 and 2275.

T. DAIGO, Manager,
King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"NERA" ... 10,000	On or about 17th June
	"ANDRE LEBON" ... 22,000	On or about 24th July
	"PAUL LECAT" ... 22,000	On or about 18th Aug.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUBOULT, SUEZ, PORT SAID ... "NERA" ... 10,000 ... On or about 17th July.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURTET,
Acting Agent,
Queen's Building,

Telephone 740.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.

"ANDRE MARU" ... Saturday, 21st June.

"ALTAI MARU" ... End of July.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

"SIAM MARU" ... Wednesday, 18th June.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"HAWAII MARU" ... Wednesday, 25th June.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" ... Wednesday, 18th June.

SAIGON BANGKOK, SINGAPORE—Regular Monthly service.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"KOSHO MARU" ... Wednesday, 9th July.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.

"MEXICO MARU" ... Saturday, 21st June.

HAIPHONG—Three times a Month service.

"DAITOKU MARU" ... Sunday, 15th June.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokosuka.

"HAWAII MARU" ... Friday, 13th June.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"KOSHO MARU" ... Thursday, 19th June, at 9 a.m.

For KEELUNG via SWATOW and AMOY.

"KALU MARU" ... Sunday, 15th June, at 10 a.m.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,
No. 2, Queen's Building,
Tel. No. 744 and 745.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING"

(11,000 tons, American Registry).

"CHINA"

(10,000 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" ... Aug. 19th, 1919.

"CHINA" ... July 2nd, 1919.

[An unsurpassed high-class passenger service.]

For further information apply to—O. H. BUTLER, Freight and Passenger Agent,
Lee House Street. Tel. 1943.

